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Cariboo and Northwest DIGEST

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Bridge River

Cariboo

Central B. C.

Peace River

Alaska Highway

and the

Yukon

Issued Monthly

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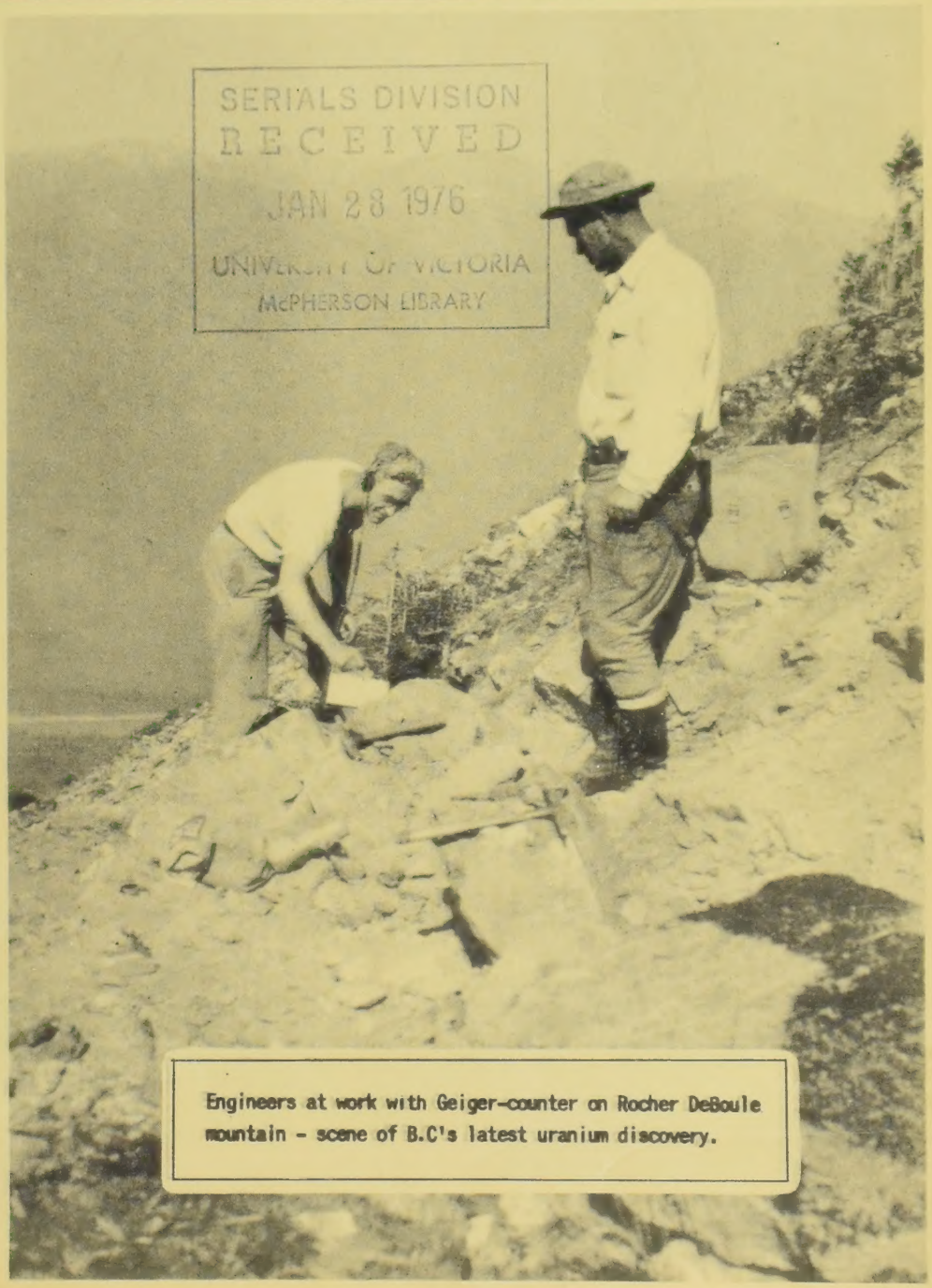
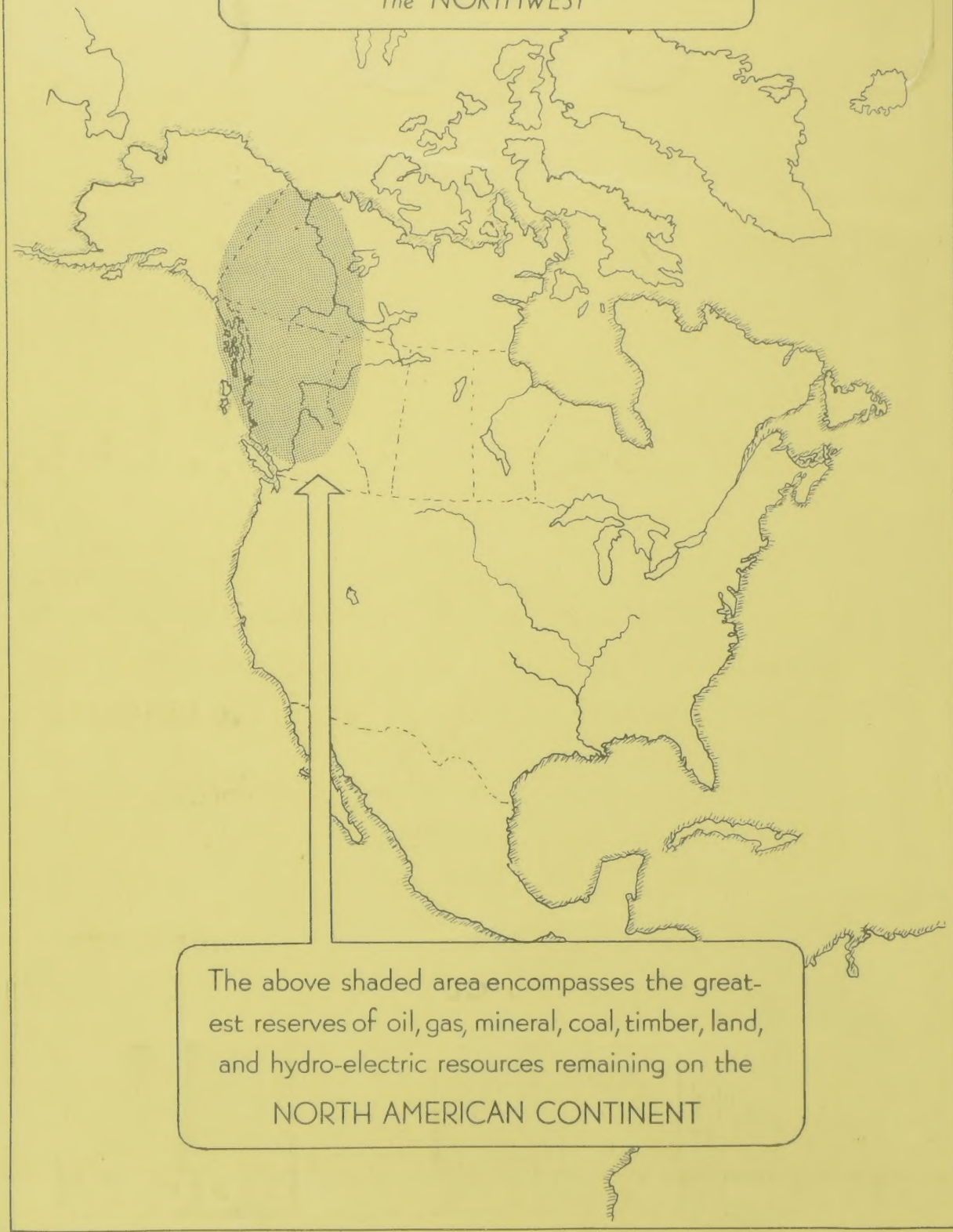


Engineers at work with Geiger-counter on Rocher DeBoule mountain - scene of B.C's latest uranium discovery.

CARIBOO & NORTHWEST DIGEST

- COVERS -

The NORTHWEST



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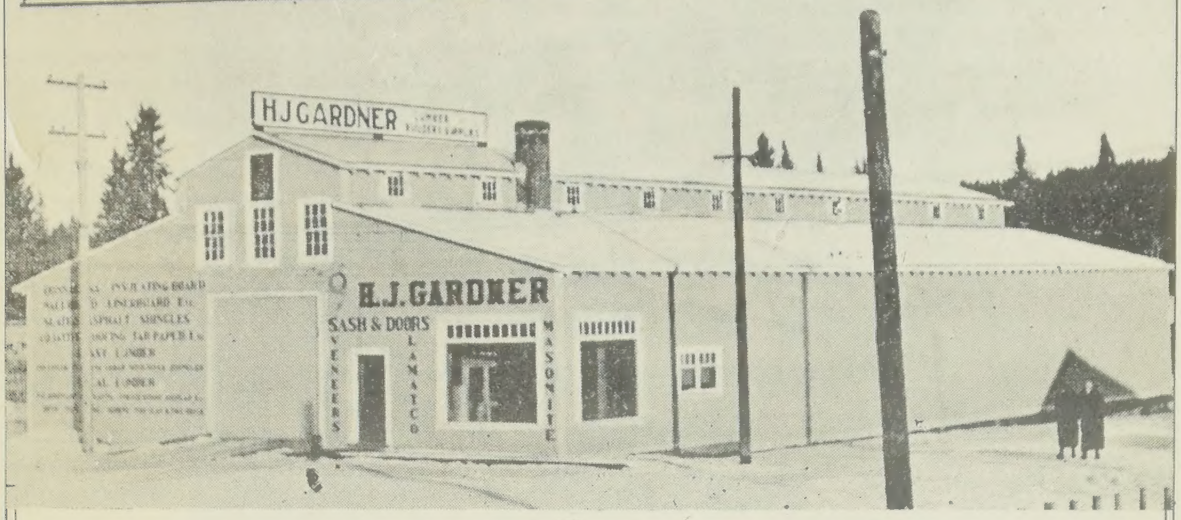

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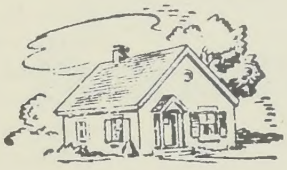

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DR. FRASER BUCKHAM COLLECTION

EDITORIAL

DEVALUATION - ONLY A TEMPORARY REMEDY

Devaluation of the English pound sterling followed immediately by a ten percent devaluation of the Canadian dollar are examples of international financial juggling of a purely stop-gap nature.

Not even acknowledged 'world experts' of finance can give us a clear picture of the long term benefits, if any, and only a theoretical idea of the immediate effects.

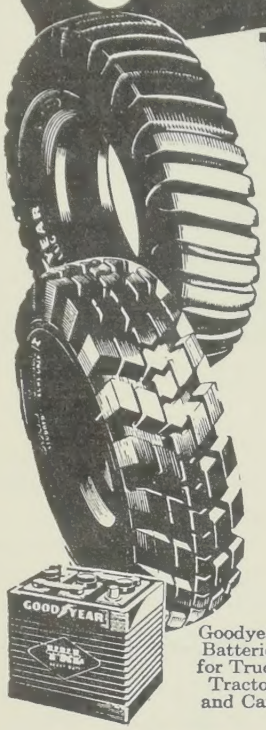
Devaluation of the pound was forced on England by a U.S.A. which is tired of shelling out billions of dollars in an effort to restore her economy. It was argued that British exports would increase tremendously if the price tag was lowered by one-third - thus Britain would gain her much needed dollars to balance off her imports. The theory overlooked the fact that Britian, already producing at maximum capacity, would have to produce one-third more goods for export to receive the same number of dollars. It also assumed that British export prices would not rise. Less than a week after devaluation, the Association of Whiskey Manufacturers announced price increases which entirely defeated the purpose of devaluating the pound.

Devaluation of Canada's dollar was a necessary protective measure. Exports to Britain are falling off. Lumber and other contracts previously held in Canada have already gone to Finland, Russia, and other countries. Making Canadian goods thirty percent costlier would kill our exports to Britain. Devaluation will soften the blow in regard to Britain - and at the same time make up for loss of trade with Britain by increasing our exports to the U.S.A. - though like Britain, we will have to export more goods (to the U.S.A.) to obtain the same number of dollars.

It is only a matter of time before increased prices and new tariff barriers nullify the temporary benefits of devaluation and leave us only the ills - a higher cost of living and further inflation.

No amount of juggling the value of pounds or dollars can cure the basic ill of the three countries involved - namely, that in order to maintain and improve our standard of living, we (Canada, Britain and the U.S.A.) MUST export more than we import, and we each want the other two to be our best customers. Until we have cured this we have cured nothing.

WE HAVE These HUSKY GOODYEARS



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British Columbia - 1851-1914

The following is the THIRD of a series of excerpts from the historical volume entitled "British Columbia"

by F.W. HOWAY and E.O.S. SCHOLEFIELD

published in 1914 by the S.J. CLARKE Publishing Co. and now out of print

P.69

IN THIS ISSUE

Chapter V.

"The Advance of Cariboo"

The mining operations of 1858 only sufficed to indicate vaguely the general auriferous nature of the country. The interruption caused by the state of the Fraser River and the Indian troubles, the details of which appear elsewhere, combined to prevent the obtaining of satisfactory results. Thousands of those who left San Francisco never saw the mining region and never washed a pound of sand. Those who persevered did so under the greatest difficulties and hardships, owing to the lack of provisions and the absence of any safe communication[s] beyond Yale through those grand but forbidding and awe-inspiring canyons. There[were] results vastly more important than the mere material returns. The season of 1858 is not to be judged solely by the number of ounces of gold recovered from the Fraser's sands; to find its total sum there must be added the solidly formed belief amongst the miners that farther up the river, in the interior, richer diggings would be found. This belief was not based entirely on deduction, facts were known which supported it.

No 47 Early in the season of 1858 Aaron Post, a miner from Eldorado country, California, had made his way as far as the mouth of the Chilcotin River, testing and trying every bar and finding gold in[them]all.[49] The scarcity of provisions prevented those who followed in his footsteps from carrying on continuous and systematic work so far from the base of supplies at Yale, but their uniform returns spoke of rich rewards awaiting improved communications.

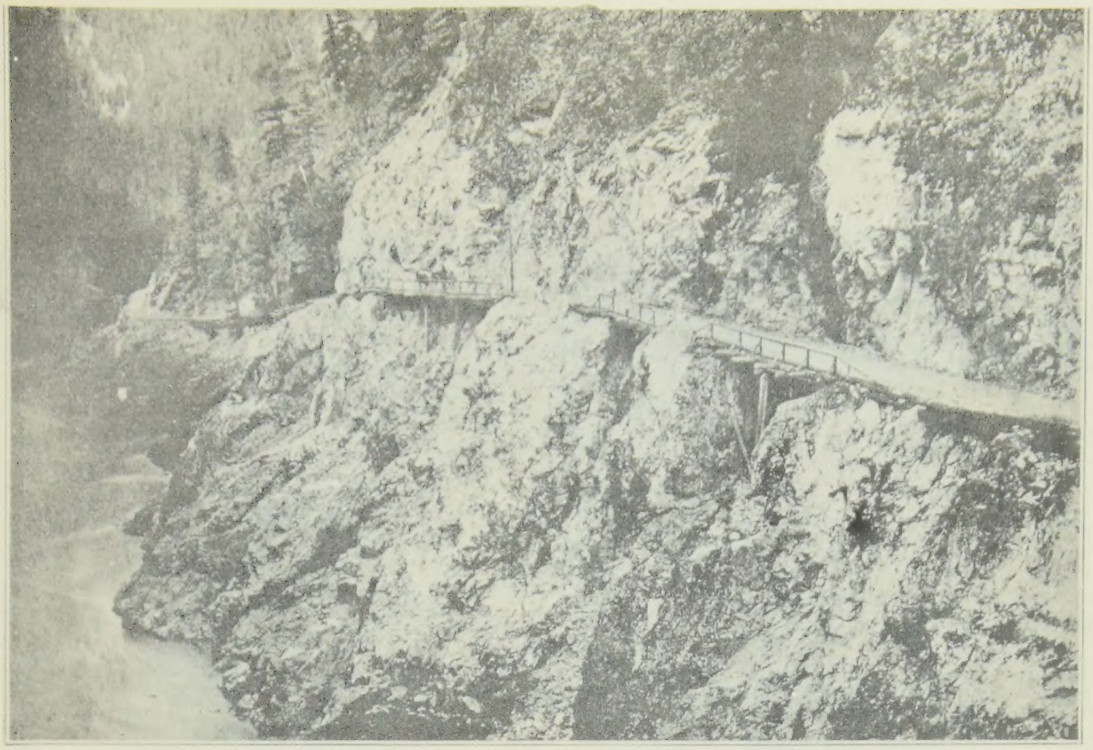
The low stage of the Fraser River early in 1859 afforded the miners on the lower portion the opportunity to ascend. In April the Governor reported that up to March 24th, three hundred baots, carrying an average of five men, had P.70 left Yale for the upper Fraser, and an even greater number were making their way overland.[50] The opening of the trail by way of Harrison, Lillooet, Anderson and Seton Lakes, late in 1858, had given access to the Fraser above the formidable canyons.

No 51 The season of 1859 saw most of the bars on the lower Fraser deserted for the dry diggings, or bench diggings, that is the flats on the banks of the river above its highest level. This kind of mining required capital, or at any rate coöperation in bringing water upon the claims, where often eight or ten feet of barren ground must be washed away before the gold-bearing stratum was reached.[51] Of these dry diggings, besides the Bond, George, Hovey and Fountain, which had been worked the predeeding year, the most important were the Emory Bar and Hunter Bar Dry Diggings, seven miles below Yale; the benches at Hill's Bar; the benches at Nicaragua Bar in the Big, or Black, Canyon, a little below Boston Bar; and the benches at Cameron Bar.[52]

The individual adventurer, therefore, whose capital was but his pick, shovel, rocker, stout heart and robust health, seized the opportunity to ascend the river in search of paying bars where the gold lay within a few inches of the surface. The Thompson River drew some miners to its banks, and their energy was rewarded by finds on the Tranquille, Defaut, Nicola, and Nicomen Rivers, but the Fraser, as the larger stream, was more attractive. The Fountain, which lay on its left bank some six miles above Lillooet (or Cayoosh as it was then called), was the objective point in 1858, but being dry diggings it only retained men with capital. The centre of mining in 1858 was between Hope and Yale; but in 1859 it was above Lillooet, or at least, above Lytton.

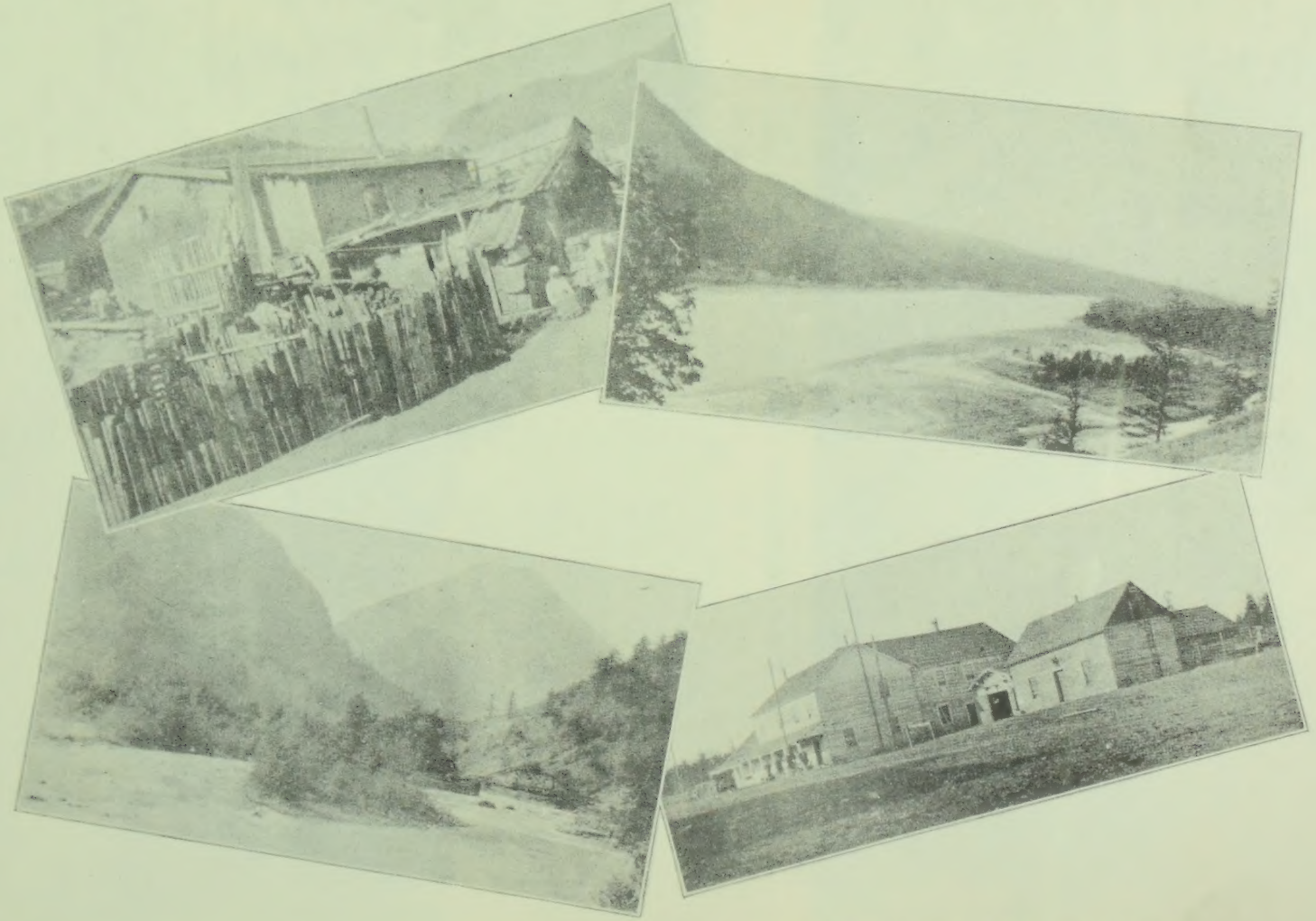
In May, 1859, Lieutenant Palmer reported that at French Bar rockers were averaging from $4 to $8 per day per man, and sluices $8 to $16; at Upper Mormon Bar, rockers $4 to $12, sluices $16 to $25; at Days Bar, rockers $8 to $12; at Haskell's Bar rockers $6 to

49 Victoria Gazette, July 14, 1858.
50 B.C. Papers, pt. 3, p. 6.
51 B.C. Papers, pt. 3, p. 9.
52 Bancroft, B.C., p. 464.
53 B.C. Papers, pt. 3, p. 24.



VIEW ALONG THE CARIBOO ROAD

VIEW ALONG THE CARIBOO ROAD



ADOBE HOUSE AT LILLOOET, SAID TO HAVE BEEN BUILT BY MEXICAN PACKERS, 1857

SEXTON RIVER NEAR LILLOOET

FRASER RIVER NEAR ALEXANDRIA

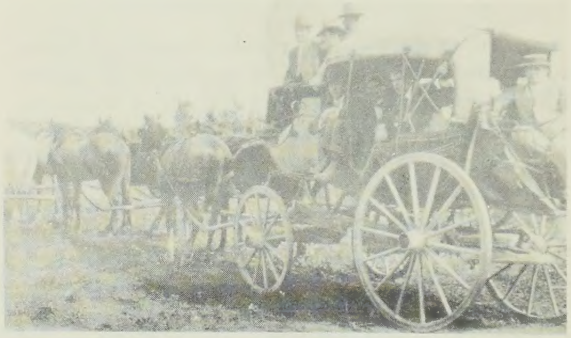
70-MILE HOUSE, CARIBOO ROAD

Steamer 'Charlotte' arriving in Quesnel from Soda Creek in the early days.

$12, sluices $16 to $20. The use of a rocker or a sluice was not a mere question of individual taste it depended upon the natural surroundings, the size of the bar, and other varying conditions.

These bars formed but stepping stones for the restless, roaming miners, who pressed on and on up the river, finding gold wherever they prospected, but never satisfied, striving ever to discover those richer diggings, the existence of which it was heresy to deny. Alexandria was reached, and then the bars above that place were tested and tried; rich diggings were found in that vicinity; still, "onward" was the cry. By the month of May the Quesnel River had been reached. Rumours of great "strikes" there were current. But the lure of gold was strong; it drew the seekers on.

The Fraser was examined and prospected for a distance of one hundred and fifty miles beyond Fort George, and every bar was reported as promising from $5 to $6 per day to the man. Better fortune came to those who left the Fraser and ascended the Quesnel. Late in 1859 after prospecting its bars, which proved far richer than those of the Fraser River, Cariboo Lake was found. In cumbersome rafts, bound together with withes, miners made their way along its shores. Now their perserverance was rewarded. Rich strikes, in some cases $200 per day per man, were reported. Gold in large quantities was also found on the Horsefly River, which flows into Quesnel Lake from the south. There a party of five men, in one week withtwo rockers, took out one hundred and one ounces. One of the foremost in the advance into the Horsefly was Dud Moreland, who later settled at Cottonwood.

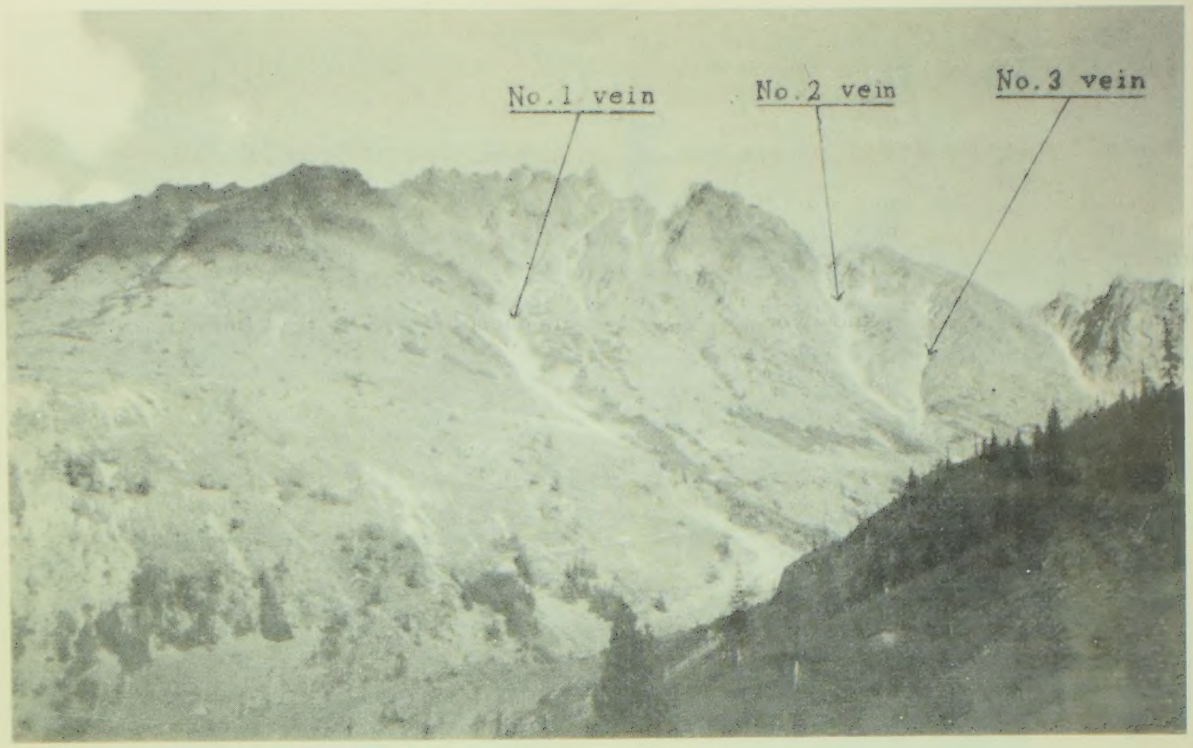


Upon completion of the road, travel to Soda Creek was by means of stage coach.

Over and above these material results, which showed a large area to auriferous, and some

Continued on page 45

¶ The reader is asked to bear in mind when trying to evaluate the worth of the various bars that gold was valued at that time from $12 to $16 per ounce, and that the average man, using a "rocker," could wash could wash about one cubic yard of gravel per day. It would seem therefore, that the approximate values to be found on the various bars was from one-third to one-half an ounce of gold per cubic yard.

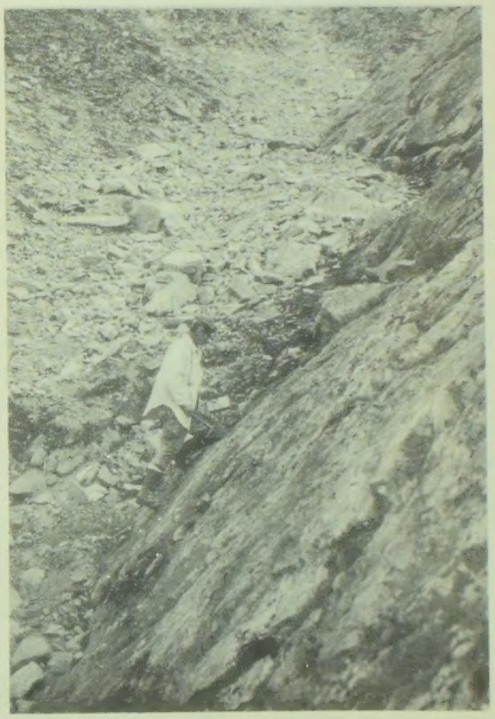


HAZELTON DISTRICT URANIUM STRIKE PROVING UP

Our cover photos this month, front and back, are 'on the spot' pictures of engineers at work with geiger counters on the property of Western Uranium Gold Cobalt Mines high up on Rocher De Boule mountain overlooking Hazelton.

Extensive examinations of the old New Hazelton Gold Cobalt workings (from which the first uranium-bearing samples were taken,- see Cariboo & Northwest Digest, August issue) and thorough surface prospecting (with geiger counter) above ground of the whole slope of the mountain has resulted in the finding of three definite uranium bearing veins (see photo at top of page) Though for security reasons actual assays cannot be revealed, they are higher than anything found to date in B.C., and the company has already started drifting in order to contact No.1 vein at depth.

Though the property held by Western Uranium Gold Cobalt Mines has proven the best to date, it is by no means the only property in the vicinity from which radio-active samples have been taken. Consolidated Mining and Smelting Company's 'Red Rose' tungsten mine (closed since the end of the war), the old 'Delta Copper' property, the 'Great Ohio' claim, the 'Fission' group and others, all located on, or near, the 'mountain of rolling stones' (Rocher De Boule) have all been given a preliminary going over this summer and on each of them the presence of uranium bearing ore was indicated.



Prospecting on No.1 vein.

With such encouraging results in the three months that the area has been under examination there is good reason to believe that next season may witness the discovery of commercial grade ore in mineable quantities.

HOW THE INDIANS LOST THEIR WHISKERS

by GERTRUDE A. BROWN

"Come . Captain, tell me a story. Tell me of things that happened among your people a long time ago - when you were young and heard the Old Men tell of things that were told to them when THEY were young. I know you don't talk much Captain, but you are wise, have heard much, and know enough to be a medicine-man."

"How you know?" Joe asked.

When I wanted to please Joe I called him "Captain." He was a sullen, disagreeable, middle aged Siwash; but I had previously discovered his kinship with humanity in general by his amenability to flattery; and I utilized my discovery by making it a lever with which to open his mouth when I wanted to talk to him. I had also discovered that Joe loved his race and that, notwithstanding his habitual taciturnity and stolidity, he indulged largely in the pleasure of imagination, revelling in stories of the glorious times and happy lives that was an inheritance lost to them since the advent of the 'pale-faces' with their guns, trickery and fire-water.

In reply to Joe's question of how I knew he was clever and remembered things, I replied, "Oh, I can tell by your looks, and, Captain, you have such a nice mustache and whiskers on your chin. You look wise. Not many Indians have such a fine mustache."

"Not now, but long time past," Joe replied, "all Indians have big, big, whiskers - down this far," he indicated drawing his hand across his chest quite low down, "fine whiskers - very fine," he added with a shake of his head, "but that long time ago."

"Come Captain," I urged, "here is some good tobacco. Fill your pipe, and tell me about it."

Joe filled his pipe, and taking his time, related his grandfather's, grandfather's story - as he had heard it when a lad.....

"Long time ago," he started, "long before grandfather's grandfather of first white mans who come to our country here is being born - great Indian Chief live here with his people on steep side of high mountain. He was very great chief - hiyuh strong an' smart an' good....but he very bad an' foolish too."

"How was that?" I interrupted.

Joe lifted a finger and pointed. "You see sun?" he asked.

I nodded.

"By an' by sun go down - day finish. Sun always start an' finish in right place - my story same like sun."

Continued on page 48

ANDY'S ERRAND

by RICH HOBSON

Editor's Note: "Andy's Errand" is an excerpt from the new book entitled "Always The Music of Horses Hoofs" written by that very promising new writer of the Northwest, 'Rich' Hobson - who fifteen years ago forsook the dubious pleasures of New York society life to trek westward and settle in the wild 'Blackwater' ranching country of Central British Columbia. Fifteen years spent in battling the elements and in mastering a brand-new 'way of life' has resulted in, 'Rimrock Ranch' with its sizeable herd of cattle and vast rolling acres - a dream realized, plus a keen desire to portray to the rest of the world - the life of the rancher and frontiersman in that vast area lying between the Cascade Mountains and the Fraser River. We'll be watching for the book.

Andy Holte

The contrast between my dated-up, clock conscious city friends - and the easy going pioneers here on British Columbia's remote cattle frontier, becomes more and more apparent to me each time I escort my beef cattle from the bush to one of the big cities.

Last fall I was finally convinced that the city streets, business offices, private homes and the hotels were bulging with frenzied slaves of the clock. The time element was getting a stomach-ulcered grip on my realtions and on my old friends.

My brother-in-law was waiting at the Vancouver stockyards when I eased down the steps of the caboose which had been my home for four days. He stepped up - greeted me in a hurried, businesslike manner, and glancing at my cow-country clothes, informed me that he had several engagements lined up for us that evening; that I'd have to shave, bathe, and change into my city clothes in the next few minutes.

He grabbed me hurriedly by an arm and started off on the run. We dodged across the street towards his parked car - nearly got run over by a fast moving truck, then by a car.

Muttering under his breath, "We're late, we're late - got to hurry," the brother-in-law steered through the traffic at breakneck speed. His conversation consisted of muttering nervously, "We're late, we're late - got to hurry."

Other fast moving cars were flashing by us with stern-faced concentrated men and women at the wheels.

We succeeded in making the three appointments. I perspired freely throughout the evening.

The following morning my brother-in-law frantically shaved, cut himself, dressed, gulped down half a cup of coffee and a biscuit, and ran for the front door.

"I'm late," he called over his shoulder, "got to hurry - I'll call you later."

At noon he burst into the apartment. Sweat was running down the tortoise-shell rims of his glasses.

"God!" he said, "What a morning - never had time to call you."

He reached into his pocket and pulled out a typewritten sheet and handed it to me.

"That's your schedule," he said. "Had my secretary line everything up for you."

"Now Rich - for heaven's sake snap out of

your lethargy - and get to these places on time. They don't go for this being late business any more. Throws everybody else out of kilter when you do. Come on boy - we're going to lunch with a couple of clients of mine. Hurry up! We're late already."

From then on I seemed to throw everyone I came in contact with off their schedule.

At the dentist's it took a triple dose of anaesthetic to put me under, and the dentist lost two patients who couldn't wait for the third application to take effect.

Rushing hatless into a lawyer's office I was soundly reprimanded for being ten minutes late.

"It's like a chain reaction young man." The lawyer told me as he reached for his coat. "Your being late for this appointment not only messes up my schedule - but it throws everyone else I meet today off balance. In fact it is quite possible that it will affect somebody's routine for a whole week."

During my entire vacation - from the dismal moment when my alarm clock rattled - to the exhausted nightly collapse, I was on the double time, fighting a losing battle with the vanishing hours.

****

Up here, in this almost clockless country where I've lived for the past fifteen years, people have an entirely different slant on the time element. There are only 24 white settlers scattered over an area comprising some 40,000 square miles. The nearest town is 225 bush miles away, and freight wagons, pack trains and saddle horses are the only means of transportation.

Here you don't say:-

"I'll meet you on Tuesday at 2 o'clock sharp," but, "I'll see you at River Ranch green grass time," or "We'll get together after breakup," or, "I'll meet you at the headwaters of the Blackwater right after the frost goes out of the ground."

Because of the great distances between ranches and towns, and the unexpected delays that often take place enroute, it is not considered to be two or three days late for a dinner appointment, or to arrive at the lawyer's office in town a week or ten days behind schedule.

There is one rancher in this country however, who has got all the rest of us disregarders of time put to shame. This unique character, now a successful cattle rancher, the proud father of a happy, healthy family, and one of the most popular men in the north is - Andy Holte.

He stands out alone and aloof in the "time means nothing" field.

Andy Holte is a real frontiersman. He is an extraordinary teamster whose deep-rutted wagon tracks are visible across a vast, uncharted, little known country, through terrain where only a saddle horse can follow.

He has an uncanny ability to sense a situation where a strong man or a fast horse are needed, and his sense of the ridiculous, love of contrasts and his desire to help his distant neighbours leads him on a long trail of one time-consuming adventure after another.

Stories of Andy's exploits in the country are legion. It is Andy who arrives on a fast horse in time to make a gruelling ride for a plane or doctor to save some neighbour's life. It is Andy, on an errand, who happens to 'drop by' in time to get a team out of a muskeg, or rope exhausted cattle out of an ice-choked lake.

Time means absolutely nothing to Andy. Very seldom does he know what day of the month it is, or even what month. To him - winter and deep snow means wild horse chasing time; spring and bad roads remind Andy that he has missed the short period when freighting is at its best, but he hooks up a six-horse outfit and always manages to pound his way through.

Summer is the season for exploring new country in search of bigger and better meadows where he can run more cattle; and any time is horse trading time.

Young and attractive Mrs. Holte smiles when she says, "My Andrew hasn't the slightest conception of time. It's best not to scold the boy too much when he does get home, for when he's late I know it's because he's been trying to help some neighbour."

When I met Andy Holte for the first time, he came riding around a bend in the trail, on a big, short-coupled brown horse. I was startled by the man's close resemblance to one of my heroes, Will Rogers.

He rode straight up, but with a slight forward tilt in the saddle - a trim built, angular man in his early forties. Pale blue eyes looked shyly at me from a weatherbeaten, slightly wrinkled, expressionless face.

An English tweed golf cap sat in the exact centre of the stranger's head. He wore moosehide chaps, a moosehide shirt and vest, topped by a faded blue, satin-lapelled smoking jacket.

I couldn't help but notice his shoes. On one foot he wore an obviously expensive, high-heeled riding boot and a silver mounted spur, on the other foot a worn laced congress boot, with a home-made, built up heel and no spur.

He spoke in a twangy musical voice as he rode up alongside of me.

"You're ridin' a fine piece of flesh," he said,

squinting at Nimpo, my nondescript thousand pound black.

"There's nothing wrong with him at all," I answered, "except he's hard to put a bridle on."

"Fights his head does he?" said the rider. "Well - there's only one thing to do. I'll trade yuh horses straight across. My cayuse here will outrun and outwalk that black you're ridin'. This hard grass ground eater I'm toppin' will cut circles around that little swamp-bred saddler of yours."

I began to get mad.

"If that horse of yours is such a dandy, why don't you keep him," I sputtered.

I didn't know that I was confronting Andy Holte, and that this was his customary approach - a horse-trade approach - which usually threw a stranger off balance, and always gave Andy an inkling of the other man's temper and horse savvy.

Looking at me, he pushed his golf cap back on his head and scratched the fringe of blonde hair over his ear. His face broke out into an impish grin and he stuck out his hand.

"Shake hands Rich," he said. "I've figured out which of the two new buckaroos you are. I'm Andy Holte."

I reached across my saddle horn to grasp a small, calloused, rope-burned hand that gripped like a vise into my bigger one.

"I'm sure glad to know you Andy," I said. "You're a long way from home."

The teamster grinned.

"Just on an errand," he said. "I'll ride along aways with you son, I want to hear all about what's going on down in the States. Tell me about this Roosevelt; there's lots of news I've got to get caught up on."

He swung his horse about in the narrow trail.

Months later Mrs. Holte told me the story of that particular trip of Andy's. I hope my brother-in-law won't get a heart attack when he reads about it.

It was the end of February when Andy freighted a new cook stove in to the Holte ranch. He couldn't find his monkey wrench to set it up. There was just one thing to do - and that was to ride via saddle horse 35 miles to his nearest neighbours the Christensons, spend the night with them, borrow a wrench, and return next day.

Andy hit the trail early. He trotted and loped his big brown gelding most of the way to Christenson's, but as fate would have it, Jim

Continued on page 41

'The half frozen men plunged their horses over the 60 miles of snow-choked trail...'

PRECARIOUS VOYAGE

W. N. 'Rusty' CAMPBELL

"To you, your towns or villages are your world, but I am eager to go to the ragged edge of civilization and feel the wind that sweeps in from the unknown. Rather than bewail - you should envy me my going."

- Anon.

It is difficult to interpret to most persons whose chosen path has always been the safe and well worn, the urge that sends men away from comfort and civilization they can well afford, to roam the wilderness where comfort, or even appeasement of hunger, becomes in time but a misty memory. But the breed has always been with us, and we can be thankful that courage and hardihood, with a fine scorn of soft living, has endowed some men with this urge. They are the scouts and out-riders of the herd, but generally without much honour or appreciation of their efforts from the people who safely widen their old trails long afterwards.

This true episode is laid in the Rocky Mountain trench of the Upper Peace River, from Hudson Hope Portage to the forks of the Finlay River and the valley of the Parsnip River. Much of this same country will soon be opened to the ordinary travel, and prosaic developments, complete with factory smoke and trade-unions will arrive to startle the wilderness out of its primordial sleep - that is, if we are to believe our election-happy politicians.

I first travelled these rivers as described many years ago, and a good many times since, and can appreciate the desolation and hopelessness that can overcome puny man if he pits his strength against the forces of the wilderness when they wear a scowling countenance.

Late in the summer of 1890, a certain Mr. Warburton-Pike, well known then and for some years afterwards as a wilderness traveller and writer of Northern Canada, embarked on a trip that all but proved fatal for him and his companions. It was chiefly by using heroic methods in forcing himself and the members of the party to continue, that Warburton-Pike did not leave his whitened bones to be howled over by timber wolves beside those lonely mountain rivers.

During the preceeding winter and summer Warburton-Pike had gone far north into the barren lands of Canada in search of the fabulous MUSKOX, which up to that time few white men had ever seen. There he had lived with the barren land Indians, travelling and hunting, and sharing their hardships on trail and in comfortless camps. If one visits the Provincial Museum in the Parliament Buildings at Victoria, B.C., he will see a mounted barren-land Muskox that was presented by this gentleman after he reached civilization from the trip described.

He had made his way out to Slave Lake at the end of summer and thence, hiring a canoe crew, had pushed his way up the mighty Peace River to Hudson Hope Portage, the site of a Hudson Bay trading post at the foot of the impassable Rocky Mountain Canyon. His intention was to go out to McLeod's Lake Post on McLeod's Lake, all up-stream for about 200 miles, and then overland to Fort St. James on Stuart Lake. From there he planned to travel by the old

Yukon Telegraph Trail to the town of Quesnel on the Upper Fraser River, and thence by stage coach for 225 miles over the Cariboo Road to connect with the railway at Ashcroft.

It was late in the year, for this north country, before Pike and his party arrived at Hudson Hope - Oct. 27th, 1890, and high time even then for voyagers to think of other modes of travel than northern rivers. It must also be realized that this country was then almost devoid of settlement, the entire population with the exception of H.B.C. post managers and free-traders, being mostly nomadic Indians who lived by the gun and trap. Even these were not numerous, and consisted of a few Beaver Indians along the eastern break of the Rocky Mountains, small bands of Sikannis on the northern rivers, and wandering Carrier Indians from the watersheds of the Upper Peace and Nechako Rivers.

Pike reports that he found the Beaver Indians encamped in moose skin lodges on the flat close to the H.B.C. Fort waiting for the trade to begin. He was told that the largest lodge or 'tepee', was owned by one Batiste Lesterwick, a half-breed Iroquois Indian descended from the Iroquois canoe crew that was left in the country generations earlier by Chief Factor, Sir George Simpson of the Hudson Bay Company, at the time when he made his noted voyage of inspection from Montreal to the company's far western trading posts.

A story told, was the remarkable indifference to winter cold attributed to this man by the Indians he travelled with. It is said he wore no socks or other inner material, even in the dead of winter, in his moccasins - a practise that would mean frozen feet to the ordinary man.

One tale they told was to the effect that his feet were so hot that the snow melted in his tracks even in the coldest weather. Remarkable man indeed, and no doubt from the same family as the equally famous Paul Bunyan.

A day or so after Pike reached this post he heard that two boat-loads of trade goods had arrived at the free-traders post at the far side of the portage trail. This free-trader is now almost a legendary figure in the north country, and then known far and wide as 'Twelve Foot Davis'. Tales are still told of his powers and exploits throughout the north. Near the town of Peace River Crossing in Alberta there stands a monument overlooking the sweeps of the great Peace in memory of this remarkable pathfinder and frontiersman. He had received his unusual nickname not because of his great height but because of a twelve foot mining claim he once staked. History has it that he arrived on Williams Creek in 1859 just too late to get in on the staking of that richest of all Cariboo

The Peace River near Hudson Hope on the eastern slope of the Rockies.

creeks. Determined not to be left out in the cold he began a systematic check of the measurements of all claims staked out, and was rewarded by finding that one claim was 12 feet longer than its legal limit. He staked the 12 feet and it proved to be almost the richest twelve feet on the entire creek.

At this time, 'Twelve Foot Davis' was conducting a trading post at the head of the Rocky Mountain Canyon, where the Peace starts its mad rush through the ramparts of the continental divide. His two freight canoes had arrived there loaded with goods paddled and poled all the long way from the town of Quesnel, by way of the Crooked and Parsnip Rivers, after portaging from the watershed of the upper Fraser at Giscombe Portage to Summit Lake.

On Nov. 5th Mr. Pike was camped at the head of the canyon with a canoe party consisting of Murdo, his chief boatman, 'John', a young Englishman, of whom more later, Charlie, a half-breed from Quesnel and Pat, an Indian from Fraser Lake. The character and personality of each one of this party were to be clearly brought out in strong relief.

The leader purchased locally the type of canoe generally in use on the mountain rivers, a long narrow cottonwood dugout, Indian con-

Continued on page 37

QUESNEL'S NEW $250,000 SCHOOL

by J.B.S.

Further evidence of the growth and development of Cariboo is seen in the building of the new school at Quesnel. Built along simple but pleasing modern architectural lines, the school will have facilities which will allow the fullest application of the curriculla of studies for this modern age.

Beside the eight standard classrooms, especially equipped rooms are available for laboratory work in the Sciences and Manual and Domestic Arts. These will also be of much use for night classes which will begin when the school is completed. The library is a large-sized room which can also be used for a classroom should it be necessary.

A social room which becomes the stage of the auditorium accomodating 2000 people is one of the special features of the new building. A sliding wall separates the two rooms when they are used for ordinary purposes. The social room will also be used for visual education.

Executive offices are provided for the principal and teachers, as well as the school nurse, and a student counsellor and advisor, when one is available. It is hoped that a child psychologist can be engaged to do this work.

A full-sized kitchen and cafeteria will make it possible to serve hot lunches to children who are too far away from home to get their lunches there.

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The ROBERT SIMPSON PACIFIC Limited

Columbia Cellulose
Plant site
Road to
Prince Rupert

25 MILLION DOLLAR CELLULOSE PLANT AIDS SKEENA VALLEY DEVELOPMENT

Photos by Jack Wrathall

British Columbia's largest industrial development is being carried out not in the already highly industrialized south coast area, but in the comparatively undeveloped north coastal region near the city of Prince Rupert, Canada's northwestern seaport and terminus of Canadian National's northern trans-continental line. Nine miles south of the port city, on the opposite (southern) end of Kaien Island, and just a stone's throw from the fishing centre of Port Edward, Columbia Cellulose Co. Ltd., (a subsidiary of the Celanese Corporation of America) is rushing work forward on a 24 hour per day basis on their new $25 million, 250 ton per day cellulose plant.

Top photo on the opposite page gives the reader a birdseye view of the exact location of the plant, while the two lower photos indicate the progress of construction to date. Work on the project started two years ago when the job of levelling off the plant site was undertaken. It was a time consuming job requiring that many acres of level clearing be blasted out of solid rock in some places almost 40 feet high. With the site levelled and construction crews working 'round the clock' the plant is rapidly taking shape. Water is being brought in from a chain of lakes five miles distant, and it is expected that the plant will be in production within two years.

All told an estimated 1,000 men are at work on the project, employed either by the construction companies contracting the various phases of the job, or directly employed by Columbia Cellulose Co. and engaged in getting the various logging operations under way. The plant will require 250,000 feet of timber per day, 365 days per year, which will make it the third largest pulp producer in B.C., topped only by the plants at Ocean Falls and Powell River.

The tremendous stands of virgin timber along the coast north and south of Prince Rupert and for 150 miles up the Skeena River valley, coupled with the fact that the Columbia Cellulose Co. was the first company to receive a Forest Management License assures a perpetual supply of raw material.

Though logging operations are being established north and south of Prince Rupert along the coast, the bulk of the logging operations will be carried out in the vicinity of Terrace, B.C., 90 miles to the east on the Skeena River,

Continued on page 29

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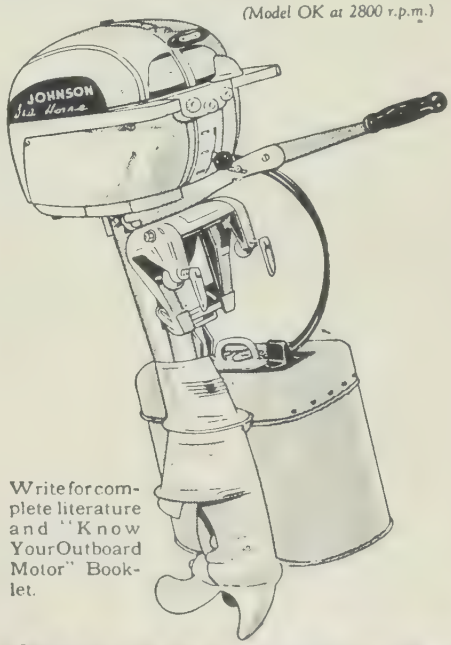

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Livestock Will Be Next

by E. M. HOY

Imagine, if you can, having to buy sufficient meat at your favorite butcher shop to feed a dog that measured thirteen inches from tip to top of skull, and whose paw spread measured five inches.

Visualize this animal, huge, shaggy and grey, with fangs one and a half inches long and a weight of one hundred seventy five pounds.

If you are a rancher, or a farmer imagine what the results would be, if a hundred or so of these giant beasts, hungry, savage and filled with the lust to kill, were turned loose on your ranges, or in your corrals, and you will have a faint idea of the havoc wrought by the increasing bands of Timber Wolves which roam British Columbia's Northern Central Interior, and feed off her Big Game reserves.

The fore-going are not imaginary figures but are the actual measurements taken from the leader of a pack of eight that Pilot Officers Harry Taylor and Harold Quinn, shot on the ice of Tchetlo Lake, just north of Fort St. James, last March.

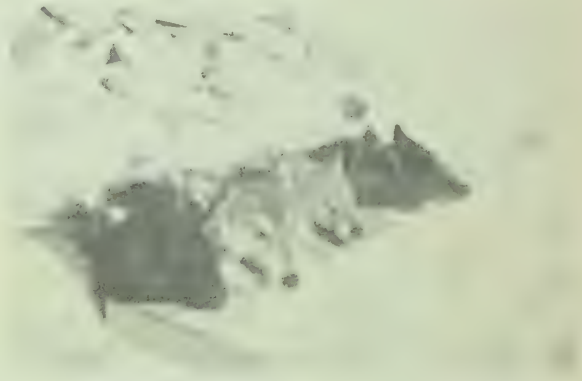
This monster's mate, a coal black female, was not far behind him in size, measuring twelve inches from nose tip to top of skull, and with fangs one and a quarter, and one inch respectively.

In order to be able to form some opinion of what they have already done, it is necessary, to go back a quarter of a century.

While brousing through an old diary which was written by the head guide in charge of a party of American Big Game hunters who went into the Thudada Lake area in Northern B.C. in 1924 I came to numerous entries describing the herds of Caribou and Goat which roamed the high plateau there.

The diary states that the party of three were ready to return with "full game bags" just five days after they reached the hunting grounds,

Continued on page 32



The first five hours flying resulted in bagging these.

Repairing engines in the snow is chilly work. In the background is Central B.C. Airways' Junkers. Size of Aeronca can be judged from this photo.

The Big Flood

As related to W.D. MacBRIDE
by a Yukon native

Many years ago, on a drowsy summer afternoon, a caribou waded out into the Yukon River to escape the horde of flies which were tormenting him. He reached a depth where his entire body was submerged with the exception of his head and neck. The air was warm, but the water was cool and soothing to his heated body; and the soft wind from the south lulled him to sleep.

As he slept he nodded, and with each succeeding nod his head lowered until his nose reached the water. A small grayling came swimming along nearby, and feeling in a playful mood touched the caribou on the nose. At this the caribou awakened with a start, and he was very angry. To think that a mite of a fish should have the audacity to disturb the slumber of a mighty caribou! He would dole out the proper punishment for so grave an offence. He would place the felon on the highest mountain peak where there wasn't a drop of water. That would show him what happened to small fish who molested big caribou.

So he picked up the grayling on his antlers and waded ashore. Looking around he spied a high mountain. In fact it was the highest mountain in the world. That, he decided, would be the final resting place for this mischievous fish.

It was a long walk and a hard climb, but revenge was uppermost in the caribou's mind as he plodded along the foothills of the mountain. When he reached them he picked out the best trail and started the ascent. He climbed and climbed until he reached the very top. Then he dropped the fish and lay down to rest.

The grayling however only laughed, and told his captor he would have no trouble getting back to water. The caribou thought this was just another case of youthful boasting, and paid no attention to him. A fish couldn't walk, he couldn't jump, and he couldn't fly, so how could he ever hope to reach the river?

In his eagerness for revenge there was one point which the caribou hadn't even considered. He didn't know that this grayling had the powers of a medicine man, and that there was no task which he could not accomplish. If he couldn't get to water, then he would bring the water to him.

As he lay there, the fish made big medicine. He ordered the clouds to send water, as his fathers had done on many occasions in years gone by when the streams were low. Instantly the heavens opened and the rain came down in torrents. The storm increased in volume until the caribou could see nothing but the small pinnacle on which he stood. Creeks overflowed their banks, carrying trees and rocks in their mad rush down the hillsides. The Yukon rose higher and higher. The storm showed no signs of abating. Now the lower hills were submerged and only the great mountain was visible above the surface of the water. Down pelted the rain in a steady fury.

Through the din of the storm could be heard the taunting voice of the grayling. The caribou was stricken with terror. He realized only too well that his strength was of no avail against the powers of a medicine man. He coaxed and pleaded, but the fish only laughed at him.

The water had now reached the feet of the caribou. The fish was submerged, and bidding a hasty farewell to his companion, swam gaily away. Overjoyed at his deliverance, he forgot to stop the medicine, and the rain continued in torrents, until finally the caribou was submerged and drowned.

Swimming along near the surface of the water the grayling noticed that the clouds were still sending rain as he had commanded them; so he again made medicine and ordered them to cease, No sooner had he done so than the sky cleared and the sun shone brightly.

But the big flood which the grayling had brought forth to save himself had obliterated every living creature on earth.

THE SPORTSMAN

A silhouette of grey against the white snow,
The startled buck stood motionless with fear.
A perfect shot - and then we saw the doe,
All unaware of any danger near,
Scratching her soft neck on a fallen tree.
Sighing, Bill lowered his gun and left them free.

Cicely E. Charters.

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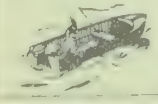

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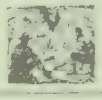

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The BABINE ROAD - Something New In Roadbuilding

The photo on the right and other photos on this and following pages will give the reader an idea of the type of secondary road that can, and is, being built in Central B.C. at a cost of $15,00.00 per mile (exclusive of culverts and bridges) when the contract is handed to a young veteran of the last war who modestly signifies his occupation as "Logging and Bulldozing Contractor."

The photos show various parts of the new 24 mile long road connecting Chapman Lake with the (Prince) Rupert Highway at Seely's Corner about halfway between Telkwa and Smithers. Taxpayers agree that never before in the north country, or at least not in recent times, have they received such value for their money. The roadway is cleared to a width of 66 feet, the roadbed 16 feet wide, gravelled and an all-weather road. It was built in the record time of three months.

It all started a short time before the last election when Bulkley Valley residents were promised by Minister of Lands and Forests, the Hon. E.T.Kenney, that a road would be built to Babine Lake, 41 miles to the northeast immediately the Dept. of Public Works could round up enough spare equipment to do the job - that $50,000.00 had already been appropriated for the job, and that more would be forthcoming if it were needed.

Bearing in mind that an election was just around the corner, and that pre-election promises sometimes failed to materialize once an election was won, residents of the valley insisted that no time be lost waiting for the P.W.D. to 'find' equipment, and that a contract be let with a private contractor who was to be allowed to proceed until the $50,000.00 was used up. Bulkley Valley residents were taking no chances. For twenty years they had been making representations to have such a road built. It was their chance to get immediate action. They insisted, and won their point.

The man chosen for the job was 'Ray' D. Skoglund, veteran of the last war, who three years ago started in the contracting business around Prince George with a half paid for T D-14 bulldozer, building logging roads and doing whatever came to hand, and who has in the interim pyramided his one lone machine

Continued on page 31

Babine road, seven miles in from the main highway.

Clearing on this section was done with one TD-18 and two TD-14s. Grading was done with bulldozers.

Chapman Lake - a beauty spot - teems with rainbow.

BRIDGE RIVER

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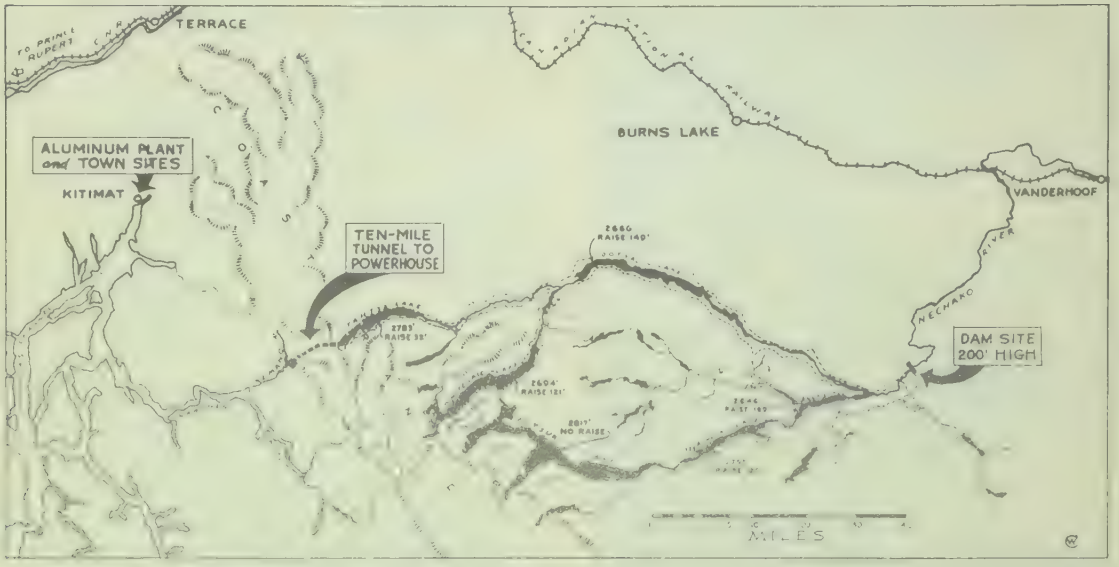
LOCATING NECHAKO DAM SITE

KEY TO ALCAN POWER SCHEME



Potentialities of the Eutsuk-Tahtsa power scheme, outlined above, are the greatest in the world, according to Prof. Karl Terzaghi, of Harvard University, consulting engineer for the Aluminum Co. of Canada, presently investigating the project to power an aluminum manufacturing plant in B.C. Proposed dam on the Nechako River would link a chain of lakes and rivers to form a reservoir approximately 600 square miles in area as indicated by the dotted line. A 2400-foot head would be obtained by driving a 10-mile tunnel from Tahtsa Lake to Kemano River, site of the power house where 1.5 million horsepower would be produced. Preliminary surveys are under way for a transmission line from the powerhouse to the plant and town sites at Kitimat.

Reprinted from 'Construction World'

Development of a chain of lakes and rivers flowing into the Nechako River, principal tributary of the mighty Fraser, as a source of power for the Aluminum Co. of Canada's proposed British Columbia plant, hinges on locating a site suitable for a 200-foot dam.

The power project is known as the Eutsuk-Tahtsa scheme as covered by the power investigation report of the B.C. Department of Lands and Forests Water Rights Branch. It lies within Tweedsmuir Park about 100 miles north of Bella Coola.

After a preliminary reconnaissance on the ground last summer with R.C. Farrow, comptroller of water rights, and J.S. Kendrick, then chief hydraulic engineer and now resident engineer of the Aluminum Co., engineers and consulting engineers for the Aluminum Co. accepted and used the water rights branch reports as a basis for their preliminary estimates. Similarly the more southerly scheme was covered by the Chilco report.

As a result of these preliminary estimates the company decided that both projects warranted further and more detailed investigation particularily along the lines directly associated with their requirements as to townsite, industrial site and dockage facilities, as manufacturers of aluminum.

This year's program of investigations includes borings at the main Nechako damsite which are now well advanced, preliminary surveys of the industrial area which are preferred at Kitimat and for a transmission line to the industrial site.

Surveys were carried out last year by the International Engineering Co. of San Francisco and early in 1949 work was taken over by the B.C. International Engineering Co. Ltd., formed to work with Alcan in B.C. Its headquarters are in Vancouver and W.J.Huber is vice-president and general manager.

ALTERNATIVE SITES

Should the Nechako prove to be unsuitable several alternative sites will be tested. Similarly, if no feasible transmission route to Kitimat can be found, industrial sites on Dean Channel will be investigated.

Recently brought into the picture was Professor Karl Terzaghi of Harvard University, internationally known geologist and expert on soils mechanics, who has been retained as a consultant on foundation exploratory work.

Prof. Terzaghi says the hydro development potentialities of the site being investigated are the greatest in the world. The Nechako dam, he said, would create the longest hydro reservoir in the world.

The chain of lakes and their connecting rivers to be backed up by the dam, cover an area of 250 square miles. That area would be more than doubled by water backed up by the dam and it would take several years to fill the reservoir although only 10 to 12 feet depth of storage would be required.

McNeely Dubose, vice-president of Alcan recently travelled by air to the site with company engineers, Mr. Farrow and Geo. P. Melrose, deputy minister of lands.

No definite decision on location will be made for at least a year, Mr. Dubose said on returning to Vancouver. He added that no spectacular developments could be expected until 1958 and that production of aluminum might commence within from 10 to 20 years. Cost of the entire project which includes power development, aluminum plant and townsite is estimated to cost between $300 and $500 million.

The company will conduct no field work during the winter but will keep observers in the area to record water flow and report on weather area to record water flow and report on weather conditions

The proposed power projects includes a ten-mile tunnel from the west end of Tahtsa Lake to carry water to the site of the proposed hydro plant on the Kemano River, 2,400 feet below, providing a head capable of producing 1.5 million horsepower to energise the proposed aluminum plant at Kitimat.

Eutusuk Lake, one of the largest in the chain would remain at its present level if the dam were constructed, but the other lakes would be raised to that level.

On the north fork of the lake system, Natalkuz Lake would be raised 171 feet, Whitesail Lake 121 feet, and Tahtsa Lake 32 feet.

On the south fork Euchu Lake would be raised 169 feet and Tetachuck Lake, 20 feet.

The flooding would also connect Whitesail and Eutsuk Lakes, now separated by a narrow [illegible].

TOWNSITE SURVEY

On their aerial survey of the project area Mr. DuBose and party also flew over Kitimat, proposed site of the plant and townsite, 450 miles north of Vancouver. Here Col. W.G. Swan consulting engineer, with ten other engineers is conducting a contour survey, Accommodation is required for a town of 50,000 persons. Although the new development would employ 10,000 men, their families and subsid-

Big Eutsuk Lake - elevation of this lake will not be raised (see map)

iary businesses would increase the population to 50,000.

Kitimat is the only adequate area where a flattish townsite is available, with a good supply of drinking water and available to deepsea shipping. Most of the terrain composing the shores of Douglas Channel and Gardner Canal is precipitous and unsuitable for town development.

Standing at the northern end of Douglas Channel, Kitimat is within 40 miles within 40 miles of Terrace, on the Canadian National Railway and a branch line making this land connection is a natural development,

Col. Swan's party will spend three months in the area.

If Kitimat is finally chosen for the plant and townsites, a high-tension power line will be necessary along Gardner Canal to transmit power from the powerhouse 60 miles to the south.

Although the power site now being investigated will produce about 1.5 million Horsepower, Aluminum Co. of Canada will require only two-thirds of that amount for its proposed plant. This would mean that power would be available for other industries which might be attracted to the area.

WILL ATTRACT INDUSTRY

Mr. DuBose is confident that many manufacturing industries are bound to follow establishment of the aluminum plant.

In Ontario and Quebec between 25,000 and 50,000 workers are engaged in manufacturing alltypes od products from metal produced in the Aluminum Company's Arvida plant.

Mr. DuBose feels that there will not be as many outside plants as in Quebec and Ontario due to the smaller population in B.C., but he believes that there will be a great stimulus to secondary industries.

The Aluminum Co. of Canada's power project will be the fourth and greatest development on the Fraser River, the largest potential source of power left in the North American continent.

Two sources near its mouth were carried out by the B.C. Electric Co. for supplying the Vancouver metropolitan area, with a present installed capacity of 250,000 H.P. The same company is developing a large project on a tributaey further inland, the Bridge River, with an ultimate capacity of 620,000 H.P. Two 62,000 H.P. units are now in operation and a third is scheduled for the fall of this year.

The undeveloped power resources of the Fraser are estimated at some 6 million horsepower, based on power surveys so far completed Roughly half this potential is along the main river in a series of canyons where head could be concentrated by dams of various heights; the greatest being at Moran Canyon where a dam over 700 feet high could be built and some 1.3 million horsepower developed.

The other half could be developed by high-head coastward diversions of various tributaries by tunnels through the Coast Range to the immensely deep valleys which are, in fact continuations of the coastal fiords.

There are three such projects and the Eutsuk Tahtsa scheme, now being investigated by Alcan is the largest, being capable of 1.5 million H.P. under 2400 feet of head.

McCush Pass at head of Whitesail Lake

High in the mountains above the larger lakes to be flooded are beauty spots like these.

Whitesail Lake - water level here will be raised 121 feet.

Ootsa Lake on which water level will be raised 140 feet.

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CELLULOSE PLANT

Continued from page 19

where vast timber reserves in the Kalum Lake area north of Terrace are held by the company under the management license plan. At the present time roads are being constructed into the timber stands and camp-sites planned. Log jams are being blasted out and channels cleared down the Skeena River from Terrace in preparation for floating the logs downriver to tidewater where they will be boomed and towed. to the plant.

It takes a lot of men to log 100,000,000 feet of logs per year, and get them to the plant, and it is expected that when logging operations get into full swing next year from 200 to 300 loggers will be at work in the Terrace district alone, for a backlog of at least a year's supply of raw material must be built up before the plant goes into operation.

Terrace, B.C. - 98 miles east of Prince Rupert

With fuel oil prices steadily rising and the devaluation of the Canadian dollar adding to the high cost of such fuel when imported from the U.S., it is a foregone conclusion that fuel used at the plant will be coal, shipped in from the Bulkley Valley Coal Mines at Telkwa, Preliminary surveys of the coal resources of the Telkwa region by company engineers has indicated sufficient coal for some time to come. Since requirements will be approximately 300 tons per day, an estimated 100 additional men will be put to work in mining, trucking the coal to the railway, and in getting the coal to its destination. It will mean that from 80 to 90 cars of coal per week will move out of Telkwa to to Port Edward in addition to the considerable tonnage already being supplied to that port and to Prince Rupert.

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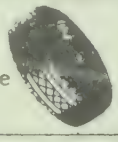

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The chain of lakes from which Columbia Cellulose Co. will draw its water requirements. A pipeline to the plant five miles away, is now under construction.

All told it is expected that from 1,000 to 1,500 men will be engaged either directly by the Columbia Cellulose Co. in its plant, or indirectly in logging, mining and other occupations.

Farmers and ranchers along the Bulkley and Skeena valleys are planning and preparing to take care of a greatly increased demand for their products, while with a two million dollar a year steady payroll, and an overall population increase of 2500 in the offing, businessmen in Prince Rupert, Terrace, Hazelton, Smithers, Telkwa and Houston are all looking forward to an era of greatly increased activity.

Though the project currently being undertaken by the Columbia Cellulose Co., is the first major industrial development to be undertaken in this area in many years, it is felt that it is but the forerunner of many more to follow The Aluminum Company of Canada's proposal to undertake a half-billion dollar aluminum development project at Kitimat (see page 24) may becomes a reality in the not too distant future. Recent discoveries of uranium bearing ore near Hazelton (see page 10 and cover photos) are proving up to expectations and may result in a major producer of that stategic material. In the meantime the billions of tons of semi-anthracite coal 150 miles north of Hazelton in the 'Groundhog' coal field are merely awaiting a branch line of the C.N.R. before the exploitation of that natural resource revolutionizes the entire northwest picture of development, while countless other resources are lying untouched in the northwest awaiting capital for development.

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BABINE ROAD - continued from page 22

to seven - Three TD-18s and four TD-14s plus miscellaneous other equipment. In the three years he has been in business he has earned the reputation all the way from Prince Rupert to Prince George of being the best to Prince George of being the 'best man' for any job requiring bulldozers and 'know-how'.

Starting in mid-June with several 'cats', and working in full co-operation with the local Dept. of Public Works' crews which did the surveying, laying of culverts and bridge-building, the road was completed through to Chapman Lake, a distance of 24 miles, in approximately 14 weeks, at which point it was found that nothing remained of the $50,000.00 appropriation. Cost of construction was just over $2,000.00 per mile, with $33,000.00 representing the cost of bulldozing, clearing, grading etc., while the balance of $17,000.00 represented the cost of surveying, engineering, and the building of culverts and bridges.

Though funds are not available for the completion of the additional 17 miles of road to Babine Lake this year, it has been promised for 1950.

The road means a great deal to valley residents. Even before the road was completed lumber operators were cruising the rich stands of timber opened up by the road and planning future operations, also the Babine - Chapman Lake area is a hunters and fishermans paradise, rivalling anything in Northern or Central B.C.

With the present day cost of constructing No. 1 gravel highways running to approximately $50,000.00 per mile, it is remarkable that any kind of an all-weather gravel road could be constructed for as little as $2,000.00 per mile, but the Babine road project has proven that it CAN be done, and successfully, with satisfaction to both government and contractor.

There are hundreds of miles of secondary roads which should be built or completed in Cariboo, Central and Northern B.C. - to name a few: the road from Beavermouth on the Quesnel River to Likely, B.C.; the road from Houston to Nadina on Francois Lake; the 18 mile link connecting the Bella Coola road with the Chilcotin; the road from Manson Creek east to Finlay Forks and on down the Peace to Gold Bar, and dozens of others. Since the Babine Road project proved so successful (as long as funds were available) it would seem advisable for the government to undertake all secondary road construction on a similar basis of co-operation with enterprising contractors who have the equipment to do the construction job quickly and well - thus leaving Public Works equipment free to do the job of maintaining the existing roads.

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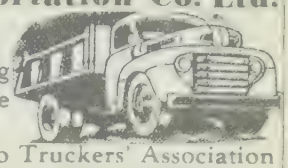

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LIVESTOCK WILL BE NEXT

Continued from page 20

and makes frequent reference to the number of Goat, Bear, and Caribou in sight from the various camps.

In 1946 a son of this same guide passed through this section of country with pack horses while working for the Consolidated Mining and Smelting Co. He reported finding his Dad's old camps. In one place the names of the previous party, which the men had carved in a fit of boyish enthusiasm, were still visible on a tree. In a journey of approximately two hundred miles he sighted nothing but one Caribou.

Where has the Game gone? The country has not changed. There is just as much food now as there ever was, for contrary to wooded country that has been burnt off, these upland plateau do not revert to timber. They have never been timbered, at least not since the ice age.

The same situation exists all over the Northern half of Central British Columbia. Many theories have been put forth to explain the shortage, and some who claim to be authorities on the subject, go so far as to claim there is no shortage, while others have prepared lengthy and learned treatise on setting out the why and wherefore as they see it. Extensive surveys have been carried out in the Southern Interior, and in some of the National Parks with no adequate results. Two facts stand out. Big Game is getting sacarcer in Northern British Columbia, and these animals have not died from natural causes. If they had the country would be littered with skeletons. If disease, starvation, or tick infestation had been the cause, as some have suggested, the same condition would prevail.

Hunters and trappers north of the Canadian National Railway, and cattlemen in the south, lay most of the blame on the wolves, and while they cry "Wolf", many Game Commissioners and their helpers turn a deaf ear to these warnings, and the gaunt marauders carry on.

Nowhere, in diaries of the early days, is there any mention of wolves. It was not until 1938 that Indians began bringing in stories of them, and Mrs. Stanwell-Fletcher waxes lyrical over their mating song in one of the best chapters of her book "Driftwood Valley."

The wolf has long been a symbol of strength and cunning to Indian Tribes, and superstition and old custom forbad the slaughter of the living model of their family Totem. These old beliefs are gradually dying out, and as the Indians receive more education, and as their knowledge and acceptance of the white man's ways becomes more general, they also are becoming more desirous of controlling this menace to wild

life.

For the past thirty years I have lived North of the 54th. Parallel in Central B.C., and for a good many of those years have been active in the operation of a water freighting outfit between Fort St. James and Takla Landing. A distance of approximately one hundred twenty-five miles, running through a chain of lakes and rivers which empty into the Fraser River at Prince George.

In looking through an old diary of my own, written about ten years ago, I found this entry:

They are getting scarce in the north.

"Moose along Middle River like cows in a barn yard. We counted eighty-five this afternoon, and then lost track."

Last year over this same route, we did not see a dozen Moose all season, and most of the ones we did see were cows.

Some of the articles which have been printed on the subject, blame the prevelance of cow moose in the North on over-hunting. Woodsmen have a different story. One of them who has spent between twenty and thirty years in wolf country, explained it this way.

A wolf will not stand and fight unless he is cornered, or actually starving. His method of attack is to get the animal on the run, hamstring it by biting through the tendons in the back of the legs, then pulling the poor beast down, and writing finis to the chapter when it is unable to run further or fight back.

After the mating season in the fall the Bulls are weakened. They have been king of the woods for six weeks or so, and are fought out, as the vernacular of the North has it. The result is that the bulls run when the wolves attack, and are quickly pulled down. The cows, on the other hand, back up to a tree, a rock, or even a small hollow in the ground, and fight off the attackers with their sharp fore feet, while protecting their vulnerable hind quarters, and probably last years calf. The wolves soon tire of this unprofitable sport and sneak off in search of easier prey. A few seasons of this, and the woods are full of barren cows.

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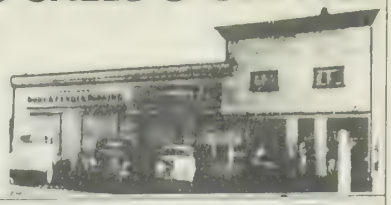

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A well known merchant of Fort St.James, reported actually seeing wolves pull down a two year old Bull Moose in this manner. He was driving across the open stretch of the Cassiar Ranch on the way to Pinchi Lake Mercury Mine one afternoon, and was startled to see the moose break out of the timber, and make off along the fence in line with the road. Even as he watched a band of wolves swept out of the bush behind it, and in a matter of minutes pulled the poor brute down. When he passed the place later in the afternoon on the way home, a pile of gnawed and broken bones was all that remained of the moose. Not a wolf was in sight.

A second instance of an eyewitness to a similar case was related to me by a logger on Stuart Lake. Men were working at a camp about seven miles above Fort St.James, hauling logs out of the bush and rolling them into a boom ready to be towed to the mill. A boat and scow were anchored on the shore close

Even this big fellow cannot withstand a determined attack by Timber Wolves and the cubs stand no chance ov survival.

by, and the logger was preparing supper for the crew.

Suddenly he heard a splash beside the scow, and glancing over the side, he was surpeised to see a full grown buck deer struggling in the water. It paid no attention to the man, but seemed trying to swim, yet unable to do so. He noticed the water around the animal turning slowly red, and realizing that it was injured seized a pickaroon, and with a few well aimed blows, put an end to the poor creatures' misery.

On inspection he found one whole haunch of the animal eaten away, and noticed the wolf who had done it, seated on shore, impudently eyeing the scene.

As the Big Game becomes more scarce, wolf sign becomes more numerous. Last year on our run up the lakes, we saw as many as five in a bunch, feeding on the spawning salmon along the river banks, and I cannot recall landing, even once on the Lake shores or along the

rivers, without seeing wolf tracks all over the beaches. In many places tracks were so numerous on the sandbars in the rivers, they were easily seen from the scow.

The fact that some of those in authority recognize the danger was evidenced by a novel experiment which was carried out this spring under the joint auspices of the B.C. Forest Service, the branch of the Provincial Government responsible for the control of predatory animals, and the B.C. Game Department.

Two young ex-service men, Harry Taylor and Harold Quinn, both of Kamloops, were commissioned to shoot wolves from a plane, and to find out if they could, just how much truth was behind all the fuss Northerners and Cattlemen were kicking up.

Flying a ski equipped aeronca Aircraft, property of Taylor-Cornwell Air Services, Kamloops, the two pilots commenced operations in the Chilcotin District where wolves were reported to be creating a menace to cattle.

Their efforts met with little success there, Quinn said it was not uncommon to see forty or fifty moose in an hours flying in this area, and plenty of deer, proff in itself that they have not yet followed the game into the more thickly populated areas of the Province.

There is no doubt in the minds of those who have watched the movement of game in the North that when wolves move into an area, Game moves out, and in a vicious circle, the wolves follow the game. When and if they are allowed to follow the game into the ranching area, cattle will fall a much easier prey to their ravenous appetites than the wild animals who instinctively fight.

Pilot Quinn, who was familiar with the Fort St. James area from previous flying experience with Central B.C. Airways, decided to move North.

Arriving under ideal flying conditions early in March, they bagged five of the big marauders in their first five hours cruising, and saw evidence of plenty more in the district.

They reported seeing only two moose and no deer in five days flying in this area, while wolf tracks, and evidence of their kills were visible all over the country, and packs of ten and twelve were frequently sighted.

Engine trouble, which developed shortly after their arrival, retarded their efforts to a certain extent, and a series of warm days and cold nights made tracking from the air impossible because of the heavy frost which formed on the snow. This cut their chances for a big catch still more, but they succeeded in bagging eleven, and left, prior to breakup, with the firm conviction that given

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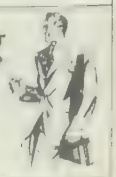

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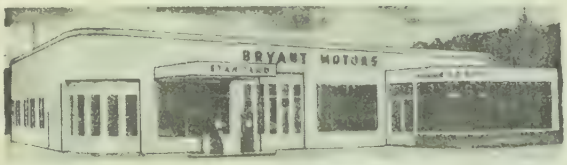

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sufficient backing, and time to establish their base early enough in the winter to familiarize themselves with hunting grounds of the wolves two men equipped as they were, and benefitting by what they have already learned, could make a real killing, both by poison sets, and by shooting them from the plane with a shotgun, which was the method employed last spring.

Wolves are unusually hard to trap. It is almost impossible to trap them by ordinary means, and years of study of their habits are necessary before even a modicum of success can be hoped for.

Quinn and Taylor believe that by scattering poison bait from the air, well out from the shoreline of ice covered lakes on their established line of march, much of the man smell can be eliminated, and smaller game which does not venture out into the open, will be spared.

The plane was a two seated model, and too small to permit the fliers to bring out the whole carcass of the animals they shot. Only the heads were turned over to the local Game Warden who authorized the collection of the bounty. This was the only remuneration, except for a lot of fun, that the fliers received. Actual flying expenses were met by the Government.

Quinn and Taylor hope to be able to extend their operations next winter.

Quinn and Taylor with their catch.

'..Clarence here is with the Acme Glue Corporation..'

Continued from page16

structed and so designed that it could be poled or lined up against swift and shallow water. As a suitable craft for these rivers, I can vouch from my own personal use of such canoes as to their excellent qualities, especially pushing upstream.

But that night the weather changed, and quickly, as it always does in the Northern Rockies. Snow fell most of the night and the party found ice forming thickly along the banks and shallows of the Peace River. Baptiste came over the portage with moose skin moccasins for all members of the party and warned them against starting up river. Winter had now arrived, he warned them, and advised that all thought of river travel be abandoned; that instead, they should, while awaiting freeze-over, busy themselves in making hand sleighs, while he would see to it that they were supplied with five pairs of snowshoes of his own make for winter travel.

Why is it that some travellers in the wilderness do not take the advice of those who's life's work it is to travel, and travel efficiently in the country they are passing through at the time, is one of the many things I cannot comprehend. Surely the advice of the native whose life generally depends on his experienced judgement of weather conditions in his locality and the equipment necessary to combat nature or win her to his aid (as the case may be) could be taken as worthy and sound - but strangely enough it is often considered of little worth by some travellers, to their later sorrow.

After a few days of cold snap the river again opened and a warm Chinook wind blew in,

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Peace River Canyon through which Warburton-Pike travelled

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through the passes and licked up the snow. You who know this Rocky Mountain climate, know also how its fickleness can lure to disaster. The head of the party now decided they would 'make a run for it' to McLeod's Lake now that the weather had cleared so nicely. Mind you, over 200 miles of up-stream work against some of the swiftest rivers in North America, and the date was now Nov. 26th!

As Mr. Warburton-Pike remarks in his memoirs, "with a recklessness that I had plenty of opportunity to repent later..." they started out on the river, taking the chance of being caught by the ice in the main range of mountains.

Two of his crew, Charlie and Pat, were sure they could make no mistake on the route to McLeod's Lake Post, and were sure they could make it once they got past Finlay Forks. The leader therefore trusted to these two guides, neither of whom were native to the district, but simply passers-through like himself.

As to provisions, they had only a small part of a hundred pound sack of flour a few pounds of beans and rice, and a small sack of potatoes - besides "plenty of tea and tobacco." They had decided that even if this was not sufficient, a few days of short rations could easily be put up with, and besides, they had heard that game was plentiful.

So, at the first hint of dawn they started up-stream, lining the canoe, with two or three men on the line. That night they camped in good spirits after a difficult but successful day's travel. When they awoke they found the ground and surrounding hills deep in snow. (Surely now some of the party must have had grave doubts and envisioned evil days ahead.)

The river gravel bars were now slippery with ice which made for many a hard fall for the trackers during the next couple of days. A small amount of slush ice was running against them, but after passing the mouth of a tributary that came in from the north, the main stream was again clear of ice. They had not many days of river travel left even if weather conditions had been perfect for canoe travelling, but nevertheless they kept on pushing upstream.

The party passed up through the famed "Rapide qui Ne Parle Pas," as it is still called. It had been so named by the old voyageurs years earlier, "The Rapid That Does Not Talk."

From this point they could see far up the Peace River Valley to the start of the gloomy black chasm where the river breaks through the main range of the Rockies. Their towline was now generally sheeted in ice. Poles and paddles sheeted inches deep in ice were handled with numb fingers, while their moccasins, from constant wading in icy waters were little better

than lumps of ice themselves. In order to make any progress it was necessary to take chances in the swift-moving river, now full of floating cakes of ice, by crossing from side to side at great risk to themselves and their canoe.

They eventually reached the Finlay Rapid near the junction of the Finlay and the Parsnip River. Here they almost came to grief, as the ice had jammed preventing them from lining properly. At one time the canoe was sideways against the boiling waters and starting to keel over. However, more by luck than skill it righted itself. Above this rapid they camped in an exhausted and cheerless frame of mind huddled around their fire in their wet steaming clothing, while a sharp, biting wind whistled through the mountain gap from which they had just emerged. They were now on the west side of the Rockies.

Towards midnight they noticed that the sound of grinding ice was becoming much less, and about daylight it ceased altogether. When morning broke they saw the Finlay River frozen from side to side and the Parsnip River was the same.

Their route to McLeod's Lake was up the Parsnip River to its junction with the small Pack River, with headwaters at McLeod's Lake, and where was situated the H.B.C. Post of the same name. With a frozen river staring them in the face they now belatedly decided that canoe travel was impossible. A cache was made of their dugout and some of their equipment, and, making up light packs, they started up the Parsnip River on foot - scarcely equipped to travel through one of the most difficult types of country in North America in dead of winter.

Their first day's travel was fought with great fatigue and was not remarkable for having attained any great distance towards their goal. It was necessary to scramble over a broken up country thickly scattered with down timber and limby windfalls. The snow was then just deep enough to hide these down logs to the weary foot-sloggers, causing many a fall.

Towards evening they found themselves on top of a high cut-bank barely out of sight of their starting point. Far below them the Parsnip River was a wide but impassable pathway of jammed ice frozen solid. To add to the cheerless scene it started to snow heavily, blotting out even that view. They camped in the snow nearby, played out and not in good spirits by any means, and made what cheer they could with their scanty rations before turning in.

The next few days were a seemingly endless fight over cut-banks or through snow-laden spruce and willow swamps where they broke through the half-frozen ponds into black icy water, sometimes halfway to their hips. Some of the party decided about this time that they

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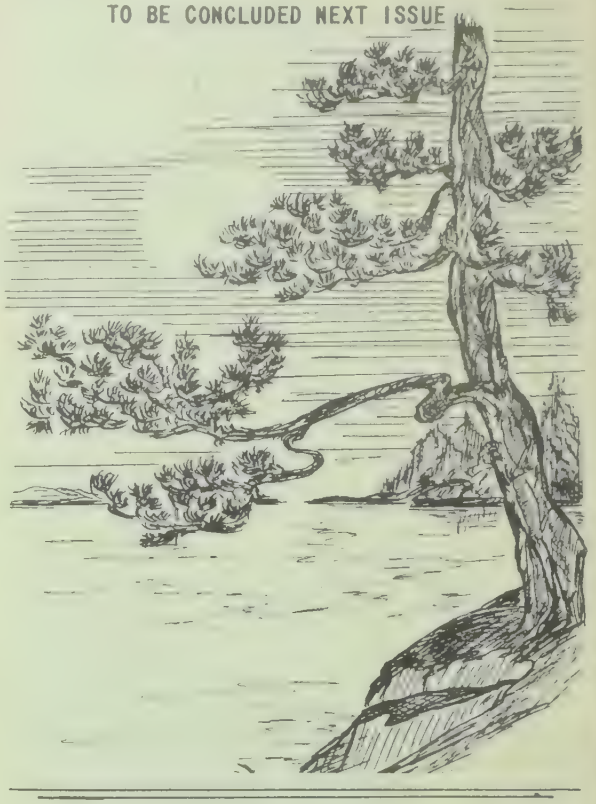
must be only a day's travel or so from the junction of the Pack River, so made the unwise move of ditching their blankets by hanging them on the limbs of nearby trees.

Warburton-Pike also decided to lighten his load - by caching his rifle in the forks of a tree. He remarks that by this act he had forgotten the old saying of the north, "when the women throw away their babies, it is time for men to cast away their guns..."

TO BE CONCLUDED NEXT ISSUE



'...looks like Hank dropped off to sleep..'

ANDY'S ERRAND

Continued from page 14

Holt, a rancher from the state of Texas, had been down the day before and borrowed the Christenson tool kit to work on a broken runner of his hay sleigh.

Andy wasn't daunted. He fed his horse hay and grain, spent the night at the Christenson's, and early the next morning struck out for Jim Holt's - 15 miles away. It was on this stretch of road that I had met him.

At Jim's, he found the Texan having trouble. The cattle had broken down three hay stackyards and the sleigh was almost beyond repair. Andy threw in with him, and for two days the men worked hard getting things under control.

The second evening, Gordon Wilson, a cowpuncher from the Tatla Lake country rode in with big news. He had spotted a band of at least twenty wild horses, slicks, rimrocked by a heavy snowfall in a high valley beyond Tatla Lake. He said that the horses were big, flat-boned animals, many of them chestnuts and buckskins, and that there were a few pintos in the bunch.

Andy's eyes glittered. This was his failing - chasing wild horses. He looked at Gordon, and then dropped his eyes to the floor. He picked a splinter from the Texan's woodbox, and taking out his jacknife began to whittle and to think.

He knew that the price he'd get for his bunch of beef in the fall would be no better thab the two cents on the hoof he'd received the fall before. At that time, in the 30's, Andy's financial position, like that of all the other ranchers in that discouraging period, looked grim. But, he thought - 'there's a market for horses of the type Gordon's describing. If I could catch and halter-break ten head, and take the rough edges off them this spring, I can get seventy dollars apiece for them at the railroad.'

Andy had helped build the mile-long wings to the wild horse corral at Tatla Lake. He asked Gordon how far the rimrocked horses were from the trap, and the cowpuncher replied that they were only about 20 miles back towards the mountains.

Andy knew that now was the time to corral the wild band. They would be half-starved and weak, and he figured the snow would be deep on the ridges. He would arrive home a week or so late, but with assets enough to cover the debt on the winter's grub and the new cook stove.

At daybreak Andy and Gordon rode east into a raging arctic blizzard. For two days the half frozen men plunged their horses over the 60 miles of snow-choked trail to Bob Graham's Tatla Lake ranch.

ay, population is over 3,000.

about twelve miles from its mouth. Without suitable appliances $6 was obtained from washing six pans. In one day two men washed $20 each with gold pans. The gold was coarser than on the lower Fraser, some pieces being worth more than two dollars.

Early in 1860, gold seekers from the Ameri-

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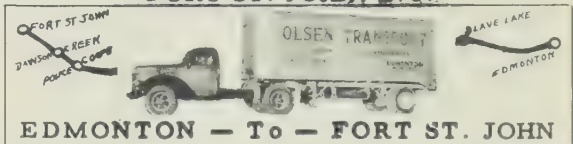

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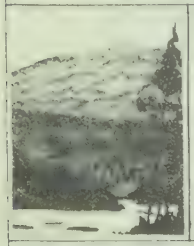

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can territory rushed to the Similkameen; but the diggings did not appear very remunerative. Governor Douglas reports on April 23, 1860, that some twenty or thirty men were making from $8 to $10 per day, but that the remainder were not paying expenses.

The glowing reports from the Quesnel country had their effect. Mr Sanders, the Gold Commissioner at Yale, reported on April 14, 1860, that he feared the rush into that far-away region would depopulate the Yale district. In January, 1860, the mining population in the vicinity of Hope had dwindled to two hundred, each of them earning from $3 to $12 per day, The future of the southern region as a gold-producing district looked none too good. Governor Douglas suggested that a party of nine experienced miners be sent into the Similkameen country to examine the prospects there, the Government furnishing the food and agreeing to pay each man a bonus of $20 if gold, were found. In July this party reported that they had found profitable diggings at Rock Creek. Immediately a great rush of people, not only from Hope and Yale, but also from the adjacent American territory, took place into this new region.

The gold there was nuggety, of extreme purity, and readily saved without the use of quicksilver. In one instance, two men in six weeks took out $1300. By October eighty to one hundred men were at work mining the Similkameen.

The year 1860 also saw a great increase in the number of miners on the upper reaches of the Fraser, and especially along the Quesnel River. Rich Bar, some 53 miles above Alexandria, yielded an immense return - as high as $60 per day per man. When the pay streak near the river was exhausted, the gravel from the flat in the rear was wheeled hundreds of yards to be rocked at the river bank; even then $7 to $10 per hand was made. The bar being of large extent, and giving evidence of some permanency the miners determined to bring in water from a lake about five miles away, at a cost of $12,000, and carry on large sluicing operations. This treatment is typical. Wherever a bar was found it was first tested with a pan, a slow and unprofitable mode, really only suitable for prospecting or ascertaining its probable productiveness. After the pan came the rocker, also a primitive method of gold extraction. This machine is constructed like a child's cradle, with rockers underneath. The box is about four feet long, two feet wide, and one and a half feet deep. The upper part and one end are open, and the sides gradually slope toward the bottom. At

the head is a section closely jointed with a perforated sheet iron bottom. Into this upper box the earth is fed by one miner, and by another the contrivance is rocked and supplied with water. The water, with the heavier particles percolates through the perforated bottom, where are riffles and quicksilver, or a copper plate with quicksilver, or perhaps, if the gold is very fine, a piece of wooly blanket covered with quicksilver. While more expeditious than the pan, yet, the water being supplied by hand the process is very necessarily slow as compared with sluicing.

In this operation a stream of water is brought upon the ground, perhaps from the river itself, perhaps from some neighbouring supply, and led into a long series of boxes like a wooden drain. Into these boxes the dirt is shoveled and carried along by the flow of the water. Their bottoms have riffles or other devices to catch the gold. Sometimes quicksilver is used, if the gold is very fine. The water bears away the greater part of the worthless material, though a man patrolling the sluices removes the larger stones. The lumber for these sluice boxes was usually obtained on the spot, by whip-sawing.

During 1860, about four thousand miners were at work here and there over the colony, of whom perhaps three thousand were on the Fraser and its tributaries beyond Lillooet. The original diggings, both bar and bench, along the lower Fraser were now practically given over to the Chinese. The miners divided the country into the Rock Creek and Kootenay districts; above the Thompson River district, or Couteau country, as far as Canoe Creek, on the Fraser; beyond lay the Canoe country; still further was the Balloon country; and yet further removed was the Cariboo country. These divisions, though very indefinite, served to distinguish the localities in a vague and general way.

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HOW THE INDIANS LOST THEIR WHISKERS

Continued from page 11

"Now this chief - he very great man, like I tole you," continued Joe. "He so strong that when he fight he pull big tree from ground an' use like small stick, an' kill easy anyt'ing that make him mad. He very wise an' smart too, an' when his peoples do like he tell them, he make them all better when they sick. When they 'fraid an' not have 'nough to eat, he take them to some place where plenty to eat."

"But this big chief very bad an' very foolish 'cause he think he same wise an' strong like Great Spirit who live in mountains - same Great Spirit who when sometimes he wake from long, long sleep in winter, he stretch arms out an' make deep snow an' big rock to come down mountain side into valleys before he's know that maybe he's hurting someone,"

Joe sucked on his pipe a bit,"Big Chief, he skookum - but Great Spirit, he more skookum.

"Every year when salal berry get ripe every-one meet at lodge of Big Chief and have big pow-wow. Wise men tell story 'bout long ago, great hunters tell how to follow trail an' find new hunting grounds - young bucks show off to pretty young squaw who's best with bow an' arrow - an' everybody have good time. Big Chief, he help everybody, an' show everybody how best to do everything."

"One time they have pow-wow like this, an' Big Chief he get very mad 'bout some'ting, an' when he's mad like this he talk an' act very, foolish. He pick up big rocks, so big take fifty braves to move even one, an' he throw them down mountain. After that he pull big tree from ground an' waving tree in air he shout for Great Spirit to come fight him. He say he is so strong that Great Spirit must be 'fraid of him''.

"When wise old brave hear this foolish talk they get 'fraid that Great Spirit might get mad an' they put moss in ears so they no hear."

"Pretty quick, happen just like wise braves be 'fraid for - ground shake, trees shake, an' Great Spirit roar like fifty thunders an' all People 'cept Big Chief fall down on faces. Then they all get up an' run away - all 'cept Big Chief who still wave tree an' shout for Great Spirit to come fight."

"Great Spirit not want to hurt poor people so he roar once more like fifty thunders to make them run more fast. Then, to show Big Chief how bad an' foolish he's been, he push whole mountain in lake an' Big Chief an' his lodge go in lake too. But Big Chief, like I tole you, he's smart, he's hold on to tree an' climb on tree an' float to shore."

"You see, Great Spirit, he not want to kill Big Chief because Big Chief part good, an' even

Great Spirit can not kill bad part without kill-good part too. He think this be good lesson, but no. Big Chief he know it been Great Spirit who push mountain in lake, an' he get more mad like before an' try to get even. He climb to top of mountain an' try to find Great Spirit inside, but can't find."

"After while he come down an' call all his peoples to one place an' tell them they shall go help him find this Great Spirit. But peoples very scared after see how mountain be push into lake an' they run all away - more scared of Great Spirit than Big Chief."

"When people run away like that, Big Chief mad because they so 'fraid, but he sit down an' think, an' think - an' after while he think it better if he never again do something that make Great Spirit mad. Then he go to his people an' tell them they forgiven for running way, an' that he's going to be good an' not make the Great Spirit mad anymore."

"Then everybody go to work an' build new lodges, an' after while Big Chief tell them he's going to make powerful medicine which for all time keep them safe from Great Spirit. He tell them he need some young braves for to go to certain lake and bring back magic stuff which look like snow that first been wet then freeze. This lake is far 'way but he tole them how to go there."

"When young braves come back after two moons pass by' an' bring with them magic stuff, he tole them to put it in pond made by heavy rain filling up low place in rock -After time, people look for this stuff, an' it's truly magic, for it's all gone an' nobody been touching it."

"Then Big Chief tell people that medicine is ready, an' make all braves , young ones an' old ones lay on bellies with faces touching water in pond, an' make them stay like this till he tell them to get up. After while braves faces start to hurt and feel like burning, but when they try to get up Big Chief has pull up 'nother big tree from ground an' say he kill anyone who move."

"After while, when he's ready, an medicine do its work, Big Chief tell every brave to get up. An' when they do this all skin fall from faces, an' whiskers fall off with skin. An' then Big Chief he laugh like crazy an' tell braves it's 'cause they cowards an' 'fraid to fight Great Spirit that he make their faces smooth like squaws who never fight."

"But Captain," I said, as the story ended, "you and a few other Indians have whiskers, how come?"

Joe nodded in agreement, "That's 'cause my grandfather's grandfather's grandfather's grandfather was a very smart Indian," he said. "He was Big Chief who not put face in water, an' not lose whiskers."

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